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NORTHWEST NORTHLAND



NORTHERN STEAMSHIP CO.

HOWARD JAMES, President.
F. C. CRUGER, Manager.
Buffalo, New York.

For Particulars Address
W. M. LOWRIE,
General Passenger Agent,
379 BROADWAY, NEW YORK.



J U N E E D I T I O N 1 9 1 0





INFORMATION *Relative to the service on* The NORTH WEST and NORTH LAND



On sailing days ships will be open for reception of passengers :
Buffalo at 7.00 p.m., eastern time; Chicago 3.15 p.m.; Duluth 9.30 p.m.

Enter ship by gangway aft.

PASSENGERS ARE REQUESTED

On going aboard ship the passenger must show to the officer at the gangway, transportation ticket, together with berth check, if he has already procured same. Proceed to the clerk's office, where the ticket will be exchanged for a purser's check and key to room furnished. Purser's check is retained by the passenger until the termination of his journey, when upon leaving the ship it is surrendered to the officer at the gangway.

SERVICE

It has been the aim of the management since inaugurating this line to improve the service whenever possible, and the effect has been that to-day it equals or surpasses that of the best clubs and hotels in this or any other country. Telephones connect each parlor room with office. Each steamer has a first-class stewardess, who is there to look after the comfort of the lady passengers.

CUISINE

The cuisine and table appointments are of the best possible, and under the management and direct supervision of a competent steward. The waiters are white men, speaking English, French and German, and are secured from the best cafes in New York. Service is *a la carte* (European), and, in addition, *American plan, covering inside rooms only* (see page 14 for rates). A list of choice wines and liquors has been carefully selected for the service.

(Central time) — Breakfast, 7.00 a.m. to 10.00 a.m.; luncheon, 12.30 p. m. to 2.30 p. m.; dinner, 5.30 p. m. to 9.00 p. m.

MEAL HOURS

Orchestras will render selected programmes afternoons and evenings.

MUSIC

A barber shop adjoins the gentlemen's bath room, spar deck.

BARBER SHOP

Commodious smoking rooms are located on the promenade deck aft and main deck aft.

SMOKING ROOMS

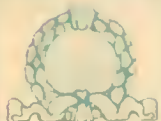
Smoking is also allowed in the vestibule and on deck outside.

One hundred and fifty pounds of baggage, consisting of wearing apparel only, will be transported free on each full-fare ticket; seventy-five pounds on each half-fare ticket. No piece of baggage will be accepted weighing in excess of two hundred and fifty pounds. Passengers can have access to their baggage at any time, as baggage room, with porter in attendance, is open at all hours. Dogs or other pets not allowed in staterooms or cabins, but will be carefully handled in baggage room.

BAGGAGE

The usual deck games, shuffle-board, quoits, etc., practiced on trans-Atlantic liners, are continually employed, in addition to entertainment in the cabin and woman's deck saloon.

ENTERTAINMENT



Dining Room





INFORMATION *Relative to the service on* The NORTH WEST and NORTH LAND



On sailing days ships will be open for reception of passengers:
Buffalo at 7.00 p.m., eastern time; Chicago 3.15 p.m.; Duluth 9.30 p.m.
Enter ship by gangway aft.

DIMENSIONS Length over all, 386 feet; breadth, 44 feet; depth, 26 feet; tonnage, 5,000 tons; horse-power, 8,000.

THE HULL Constructed of steel throughout on the model of the swiftest Atlantic liners, under a special survey to obtain highest classification in the United States Standard Rules. The plans have been carried out with a view of making these vessels not only the most modern and luxurious, but also the strongest and safest conveyances on the lakes.

CAPACITY Over 500 passengers. Each ship carries a crew of 195 men.

OFFICERS Are tried men in the service, having been on the ships since they were put into commission, and having been originally selected on account of their wide experience on the lakes and their reputation for careful seamanship. This, combined with all the modern safety devices known to shipbuilding embodied in the construction of the boats, makes for them the maximum standard of safe navigation.

STEAMER RUGS AND CHAIRS The company provides steamer rugs and chairs, for which a charge of 50 cents each per day or fraction thereof is made. Apply to the clerk.

BATH ROOMS AND TOILETS Ladies' bath and toilet rooms are located on spar deck on port side amidship, and on upper deck forward of stairway. Also, a ladies' toilet room is located on promenade deck, aft of stairway. Gentlemen's bath room and toilet

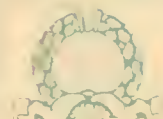
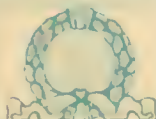
rooms are located on spar deck, starboard side amidship, and on promenade deck forward. Toilet room also adjoins buffet on main deck aft. Toilet room is also located on upper deck aft of stairway.

Good within limit of ticket, will be issued on application to purser to passengers holding **STOP-OVER CHECKS** first-class tickets.

Steamer trunks will be allowed in parlor and gallery rooms only, and in no case should they **STEAMER TRUNKS** exceed twelve inches in height. For baggage required for use in these rooms application should be made to the clerk after steamer leaves port.

An entire room will be sold for use of one person only upon presentation of two full transportation tickets, except that parlor without bath may be purchased in connection with one full transportation ticket. Husband and wife will not be sold a berth, but must purchase an entire room. A person traveling with a child of half-fare age will be sold an entire room for their use on presentation of one and one-half transportation tickets. **NOTICE TO PASSENGERS**

Mail and telegrams delivered promptly on receipt.



Entrance to Dining Room

TARIFF of BERTH RATES on Steamships

BERTH ACCOMMODATIONS Passengers will be required to purchase sleeping accommodations, except those traveling locally between Cleveland and Detroit, Mackinac Island and Harbor Springs or Sault Ste. Marie, Milwaukee and Chicago. Between Houghton and Duluth Westbound.

STOP-OVER CHECKS When passengers hold berth or stateroom tickets to a given port and then decide to give up their room at an intermediate port, no refund will be allowed for the remaining part of the journey, for the reason that by their reserving room through, the company is debarred from selling the space.



BETWEEN		Buffalo.	Cleveland.	Detroit.	Mackinac Island.	Harbor Springs.
CLEVELAND						
Inside Rooms.....	{ Single Upper Berth.....	1.50				
	{ Single Lower Berth.....	2.00				
Outside Rooms, except 229. (*See footnote).....	{ Single Upper Berth.....	2.00				
	{ Double Lower Berth.....	2.50				
Gallery Rooms and 229.....	{ Pullman Upper Berth.....	2.50				
	{ Double Lower Berth.....	3.50				
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57, Brass Bed, Pullman Upper and Toilet.....		9.00				
Parlor Rooms 7 and 8. Double Lower, Pullman Upper and Bath.....						
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 56, 59. Brass Bed. Pullman Upper and Toilet.....		11.50				
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....			12.50			
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....			13.00			
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....			18.50			
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....			6.50			
Parlor Rooms 28, 33, 58, 61. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....			16.00			
DETROIT						
Inside Rooms.....	{ Single Upper Berth.....	2.00	2.00			
	{ Single Lower Berth.....	2.50	1.50			
Outside Rooms, except 229. (*See footnote).....	{ Double Lower Berth.....	3.00	2.00			
	{ Pullman Upper Berth.....	3.50	2.00			
Gallery Rooms and 229.....	{ Double Lower Berth.....	5.50	2.50			
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed, Pullman Upper and Toilet.....		12.50	6.50			
Parlor Rooms 7 and 8. Double Lower, Pullman Upper and Bath.....						
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 56, 59. Brass Bed. Pullman Upper and Toilet.....		15.00	9.00			
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....			17.50	9.50		
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....			18.75	10.00		
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....			20.00	10.50		
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....			6.50	4.50		
Parlor Rooms 28, 33, 58, 61. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....			25.00	13.00		
MACKINAC ISLAND						
Inside Rooms.....	{ Single Upper Berth.....	3.00	2.00	2.00		
	{ Single Lower Berth.....	4.00	2.50	2.00		
Outside Rooms, except 229. (*See footnote).....	{ Double Lower Berth.....	4.00	2.50	2.00		
	{ Pullman Upper Berth.....	6.00	3.00	2.50		
Gallery Rooms and 229.....	{ Double Lower Berth.....	7.00	3.50	2.50		
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed, Pullman Upper and Toilet.....		17.50	6.50	9.00		
Parlor Rooms 7 and 8. Double Lower, Pullman Upper and Bath.....						
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 56, 59. Brass Bed. Pullman Upper and Toilet.....		20.50	15.00	11.50		
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....			23.50	17.50	12.50	
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....			25.25	18.75	13.00	
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....			27.00	20.00	13.50	
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....			10.50	6.50	6.50	
Parlor Rooms 28, 33, 58, 61. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....			34.50	25.00	16.00	
HARBOR SPRINGS						
Inside Rooms.....	{ Single Upper Berth.....	3.50	3.00	2.00	2.00	
	{ Single Lower Berth.....	4.50	4.00	2.50	1.50	
Outside Rooms, except 229. (*See footnote).....	{ Double Lower Berth.....	5.50	5.00	3.00	2.00	
	{ Pullman Upper Berth.....	6.50	5.00	3.50	2.00	
Gallery Rooms and 229.....	{ Double Lower Berth.....	8.50	7.00	6.50	2.50	
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed, Pullman Upper and Toilet.....		21.00	17.50	12.50	6.50	
Parlor Rooms 7 and 8. Double Lower, Pullman Upper and Bath.....						
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 56, 59. Brass Bed. Pullman Upper and Toilet.....		26.00	20.50	15.00	9.00	
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....			30.00	23.50	17.50	9.50
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....			31.75	25.25	18.75	10.00
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....			33.50	27.00	20.00	10.50
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....			11.50	10.50	6.50	4.50
Parlor Rooms 28, 33, 58, 61. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....			41.00	34.50	25.00	13.00
MILWAUKEE OR CHICAGO						
Inside Rooms.....	{ Single Upper Berth.....	4.50	3.50	3.00	1.50	1.50
	{ Single Lower Berth.....	5.00	4.50	4.00	2.00	2.00
Outside Rooms, except 229. (*See footnote).....	{ Double Lower Berth.....	6.00	4.50	4.00	2.00	2.00
	{ Pullman Upper Berth.....	7.50	6.50	5.00	2.50	2.50
Gallery Rooms and 229.....	{ Double Lower Berth.....	8.00	6.50	5.00	2.50	2.50
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed, Pullman Upper and Toilet.....		25.00	21.00	17.50	9.00	9.00
Parlor Rooms 7 and 8. Double Lower, Pullman Upper and Bath.....						
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 56, 59. Brass Bed. Pullman Upper and Toilet.....		30.00	26.00	20.50	11.50	11.50
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....			35.00	30.00	23.50	12.50
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....			37.50	31.75	25.25	13.00
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....			40.00	33.50	27.00	13.50
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....			15.50	11.50	10.50	6.50
Parlor Rooms 28, 33, 58, 61. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....			50.00	40.00	34.50	16.00

Rates between Chicago and Milwaukee same as Cleveland and Detroit.

NORTH WEST and NORTH LAND

		Buffalo.	Cleveland	Detroit.	Mackinac Island.	Sault Ste. Marie.	Houghton
BETWEEN							
SAULT STE. MARIE							
Inside Rooms.....	{ Single Upper Berth.....	\$3.50	\$3.00	\$2.00	\$1.00		
Outside Rooms, except 229. (*See footnote).....	{ Single Upper Berth.....	4.50	4.00	2.50	1.50		
	{ Double Lower Berth.....	5.50	5.00	3.00	2.00		
Gallery Rooms and 229.....	{ Pullman Upper Berth.....	6.50	5.00	3.50	2.00		
	{ Double Lower Berth.....	8.50	7.00	5.50	2.50		
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed. Pullman Upper.....		21.00	17.50	12.50	6.50		
Parlor Rooms 7 and 8. Double Lower. Pullman Upper and Bath.....		26.00	20.50	15.00	9.00		
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 55, 59. Brass Bed. Pullman Upper and Toilet.....		31.75	25.25	18.75	10.00		
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....		30.00	23.50	17.50	9.50		
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....		33.50	27.00	20.00	10.50		
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....		11.50	10.50	6.50	4.50		
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....		40.00	34.50	25.00	13.00		
Parlor Rooms 24, 33, 58, 51. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....							
HOUGHTON OR HANCOCK							
Inside Rooms.....	{ Single Upper Berth.....	4.00	3.25	2.50	1.50	\$1.00	
Outside Rooms, except 229. (*See footnote).....	{ Single Upper Berth.....	5.00	4.25	3.50	2.00	1.50	
	{ Double Lower Berth.....	6.50	5.25	4.00	2.50	2.00	
Gallery Rooms and 229.....	{ Pullman Upper Berth.....	7.50	6.00	4.00	2.50	2.00	
	{ Double Lower Berth.....	9.50	8.00	6.50	3.50	2.50	
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed. Pullman Upper.....		23.00	19.50	15.00	9.00	6.50	
Parlor Rooms 7 and 8. Double Lower. Pullman Upper and Bath.....		28.00	23.50	18.00	11.50	9.00	
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 55, 59. Brass Bed. Pullman Upper and Toilet.....		32.50	27.00	20.50	12.50	9.50	
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....		35.00	28.50	22.00	13.00	10.00	
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....		37.00	30.50	23.50	13.50	10.50	
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....		13.50	11.00	8.50	5.50	4.50	
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....		45.00	37.50	30.50	16.00	13.00	
Parlor Rooms 24, 33, 58, 51. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....							
DULUTH							
Inside Rooms.....	{ Single Upper Berth.....	4.50	3.50	3.00	2.00	2.00	\$1.50
Outside Rooms, except 229. (*See footnote).....	{ Single Lower Berth.....	6.00	4.50	4.00	2.50	2.50	2.00
	{ Single Upper Berth.....	6.00	4.50	4.00	2.50	2.50	2.00
	{ Double Lower Berth.....	7.50	5.50	5.00	3.00	3.00	2.50
Gallery Rooms and 229.....	{ Pullman Upper Berth.....	8.00	6.50	5.00	3.50	3.50	2.50
	{ Double Lower Berth.....	10.00	8.50	7.00	5.50	5.50	3.50
Parlor Rooms M 1, M 2, Nos. 20, 22, 24, 25, 27, 29, 50, 52, 53, 54, 55, 57. Brass Bed. Pullman Upper.....		25.00	21.00	17.50	12.50	12.50	9.00
Parlor Rooms 7 and 8. Double Lower. Pullman Upper and Bath.....		30.00	25.00	20.50	15.00	15.00	11.50
Parlor Rooms 14, 15, 16, 17, 18, 19, 21, 25, 31, 43, 44, 45, 46, 47, 48, 49, 55, 59. Brass Bed. Pullman Upper and Toilet.....		35.00	30.00	23.50	17.50	17.50	12.50
Parlor Rooms 3, 4, 5, 6, 9, 10. Brass Bed and Bath.....		37.50	31.75	25.25	18.75	18.75	13.00
Parlor Rooms 11, 12, 23, 41, 42, 51. Brass Bed. Pullman Upper and Bath.....		40.00	33.50	27.00	20.00	20.00	13.50
Parlor Rooms 1 and 2. Two Brass Beds. Two Pullman Uppers and Bath.....		15.50	11.50	10.50	6.50	6.50	5.50
Connecting Room to Parlor 1 or 2. Double Lower, Single Upper.....		50.00	40.00	34.50	25.00	25.00	16.00
Parlor Rooms 24, 33, 58, 51. Brass Bed. Two Pullman Uppers. One Pullman Lower and Bath.....							

* Outside rooms Nos. 265 and 464 have single lower and single upper berths.

UNITED Wireless Telegraph COMPANY

THE United Wireless Telegraph Company maintains the world's greatest wireless system, and is supreme in the wireless field in America. Few persons, not familiar with the conditions, have any conception of the vast bulk of business of inter-communication that is now carried on swiftly and invisibly, by night and day, through this company's stations. The company's range of operation is constantly growing and new stations are being erected every month.

The United is the only wireless company that manufactures all its own apparatus, having two large factories, one in the East and one on the Pacific slope. The building of a new factory to keep pace with the demand for apparatus is planned for the coming year.

The United employs a large corps of wireless engineers and technical experts, and has nearly 500 expert operators in its land and sea service. The company owns the principal American wireless patents.

For convenience of passengers the Northern Steamship Company has contracted for the service of the "wireless" and so perfect is the mechanism that it is noiseless. A competent operator will be found on board each steamer and messages can be sent by passengers to any point. Rates can be obtained on application to the operator. The United wireless have land stations at all prominent ports on the Great Lakes. Passengers can now communicate with friends with no more effort than would be required to send an ordinary telegram.

Travelers should always inquire of steamship ticket agents whether ships are equipped with wireless facilities.

Taxicab and hotel accommodations may be engaged by wireless by passengers.

Offices on shipboard are always open for the inspection of travelers, whether they send messages or not.

Office is located on promenade deck amidships adjoining the harbor shop.



Operating Room on Board Ship

SCHEDULE



FARES

Season of 1910

Transportation Only

BUFFALO TO CHICAGO AND DULUTH

	North Land	North West	
Buffalo... Eastern Time Lv	Wed'day	Saturday.	9.00 PM
Buffalo... Central Time Lv	"	"	8.00 PM
Cleveland.. " " Ar	Thursday	Sunday.	7.30 AM
Cleveland.. " " Lv	"	"	8.00 AM
Detroit.... " " Ar	"	"	3.15 PM
Detroit.... " " Lv	"	"	3.30 PM
Mackinac Island " " Ar	Friday...	Monday.	11.00 AM
Mackinac Isl., Cen. Time Lv	Friday...	"	11.30 AM
Harbor Springs " " Ar	"	"	3.45 PM
Harbor Springs " " Lv	"	"	4.15 PM
Milwaukee. " " Ar	Saturday.	"	7.45 AM
Milwaukee. " " Lv	"	"	8.00 AM
Chicago.... " " Ar	"	"	2.10 PM
Mackinac Isl., Cen. Time Lv	"	Monday.	11.30 AM
Sault Ste. Marie " " Ar	"	"	5.30 PM
Sault Ste. Marie " " Lv	"	"	6.00 PM
Houghton and Hancock " " Ar	"	Tuesday.	8.30 AM
Houghton and Hancock " " Lv	"	"	9.00 AM
Duluth... " " Ar	"	"	8.00 PM

DULUTH AND CHICAGO TO BUFFALO

	North West	North Land	
Duluth... Central Time Lv	Tuesday.	"	11.30 PM
Houghton and Hancock " " Ar	Wed'day	"	11.30 AM
Houghton and Hancock " " Lv	"	"	12.00 N
Sault Ste. Marie " " Ar	Thursday	"	5.15 AM
Sault Ste. Marie " " Lv	"	"	8.15 AM
Mackinac Island " " Ar	"	"	3.30 PM
Chicago... Central Time Lv	"	Saturday	4.15 PM
Milwaukee. " " Ar	"	"	9.30 PM
Milwaukee. " " Lv	"	"	9.45 PM
Harbor Springs " " Ar	"	Sunday.	11.30 AM
Harbor Springs " " Lv	"	"	11.40 AM
Mackinac Island " " Ar	"	"	3.30 PM
Mackinac Isl., Cen. Time Lv	Thursday	Sunday.	4.45 PM
Detroit.... " " Ar	Friday...	Monday.	11.15 AM
Detroit.... " " Lv	"	"	11.30 AM
Cleveland.. " " Ar	"	"	6.15 PM
Cleveland.. " " Lv	"	"	7.15 PM
Buffalo.... " " Ar	Saturday.	Tuesday.	6.00 AM
Buffalo... Eastern Time Ar	"	"	7.00 AM

"NORTHLAND" in commission between Buffalo and Chicago, leaving Buffalo every Wednesday and Chicago every Saturday.

"NORTHWEST" in commission between Buffalo and Duluth, leaving Buffalo every Saturday and Duluth every Tuesday.

"NORTHLAND"

First sailing from Buffalo, June 22

First sailing from Chicago, June 25

Last sailing from Buffalo, Sept. 7

Last sailing from Chicago, Sept. 10

Ship time, Central Standard.

"NORTHWEST"

First sailing from Buffalo, June 25

First sailing from Duluth, June 28

Last sailing from Buffalo, Sept. 3

Last sailing from Duluth, Sept. 6

The Company reserves the right to change this schedule without notice and does not hold itself responsible for delays from unavoidable causes.

MEALS A LA CARTE (EUROPEAN PLAN SERVICE)

	BETWEEN	ONE WAY	ROUND TRIP
Buffalo and	Cleveland	\$2.50	\$4.50
" "	Detroit	4.75	8.00
" "	Mackinac Island	9.00	15.00
† " "	Harbor Springs	10.50	17.50
" "	Milwaukee	13.50	22.00
" "	Chicago	13.50	22.00
" "	Sault Ste. Marie	11.50	19.50
" "	Houghton or Hancock	15.50	26.00
* " "	Duluth	18.00	31.00
" "	St. Paul or Minneapolis	21.25	37.50
Cleveland and	Detroit	2.25	4.00
" "	Mackinac Island	6.50	11.00
† " "	Harbor Springs	8.00	13.50
" "	Milwaukee	11.00	18.00
" "	Chicago	11.00	18.00
" "	Sault Ste. Marie	9.00	15.50
" "	Houghton or Hancock	13.00	22.00
" "	Duluth	15.50	27.00
* " "	St. Paul or Minneapolis	18.75	33.50
Detroit and	Mackinac Island	5.00	9.00
† " "	Harbor Springs	6.50	11.50
" "	Milwaukee	10.00	16.00
" "	Chicago	10.00	16.00
" "	Sault Ste. Marie	7.50	13.50
" "	Houghton or Hancock	11.50	20.00
" "	Duluth	13.50	23.00
* " "	St. Paul or Minneapolis	16.75	29.50
† Mackinac Island and	Harbor Springs	1.50	2.50
" "	Milwaukee	7.00	13.00
" "	Chicago	7.00	13.00
" "	Sault Ste. Marie	2.50	4.50
" "	Houghton or Hancock	7.50	14.00
" "	Duluth	11.00	19.50
* " "	St. Paul or Minneapolis	14.25	26.00
† Harbor Springs and	Milwaukee	6.00	11.00
" "	Chicago	6.00	11.00
" "	Sault Ste. Marie	4.00	7.00
" "	Houghton or Hancock	9.00	16.00
" "	Duluth	12.00	21.00
* " "	St. Paul or Minneapolis	15.25	27.50
Milwaukee and	Chicago	1.50	2.00
Chicago or Milwaukee and	Sault Ste. Marie	9.50	17.50
" "	Houghton or Hancock	13.00	24.00
" "	Duluth	16.00	28.00
* " "	St. Paul or Minneapolis	19.25	34.50
Sault Ste. Marie and	Houghton or Hancock	5.50	10.50
" "	Duluth	8.50	15.00
* " "	St. Paul or Minneapolis	11.75	21.50
Houghton or Hancock and	Duluth	4.00	7.00
* " "	St. Paul or Minneapolis	7.25	13.50

§ Round-trip tickets to Marquette can be sold going via N. S. S. Co. to Mackinac Island, thence D. S. S. & A. Ry., returning via N. S. S. Co.; or going via N. S. S. Co. to Sault Ste. Marie and D. S. S. & A. Ry. or steamer, returning via N. S. S. Co. Rates will be quoted on application to W. M. LOWRIE, General Passenger Agent, 379 Broadway, New York, N. Y.

† Wequetonsing, Roaring Brook, Harbor Point, Bay View, Petoskey and Charlevoix can be reached from Harbor Springs by Little Traverse Bay Ferry Co. and Pere Marquette R. R. Rates same as Harbor Springs.

* Rates to St. Paul or Minneapolis apply via G. N. Ry., Northern Pacific R. R. or C. St. P. M. & O. Ry. from Duluth.

Children five years of age or under twelve, half fare; under five years, when accompanied by competent person, transportation free.



Through the Scenic Northwest

After the fresh water breezes of the Great Lakes, the scent and the sight of Minnesota and Dakota's grain fields; after that, the magnificent distances of Montana's cattle plains and farms; then the huge, wild, forested Rockies; then Spokane, the fruit vales of Washington and the towering Cascade Mountains; at the end, Seattle, thence Alaska—such are the things that make the trip from Duluth, St. Paul or Minneapolis to the Pacific Coast via the Great Northern Railway, a delight to the traveler, and a milestone in his memory. Send for descriptive booklet, entitled, "The Scenic Northwest."

S. J. ELLISON, General Passenger Agent, St. Paul, Minn.
W. M. LOWRIE, Gen'l Eastern Pass'r Agent, 379 Broadway, New York.

Great Northern Railway



Library

"AMERICAN PLAN SERVICE"

Supplementary to (European Plan) Service

Between	INSIDE ROOMS ONLY.	Buffalo	Cleveland	Detroit	Mackinac Island	Harbor Springs	Milwaukee Chicago	Sault Ste. Marie	Hancock Houghton
	Upper berth, O. W. *	..	..	..	..	..	..	..	..
	" " R. T. *	..	..	..	..	..	..	..	..
Cleveland.....	Lower " O. W. *	..	..	..	..	..	..	..	..
	" " R. T. *	..	..	..	..	..	..	..	..
Detroit.....	Upper berth, O. W. 7.00	†	..	..	..	..	..	..	..
	" " R. T. 13.00	†	..	..	..	..	..	..	..
	Lower " O. W. 7.50	†	..	..	..	..	..	..	..
	" " R. T. 14.00	†	..	..	..	..	..	..	..
Mackinac Island.	Upper berth, O. W. 16.00	13.50	10.50	..	..	..	..	..	..
	" " R. T. 29.00	25.00	18.50	..	..	..	..	..	..
	Lower " O. W. 17.00	14.00	11.00	..	..	..	..	..	..
	" " R. T. 31.00	26.00	19.50	..	..	..	..	..	..
Harbor Springs..	Upper berth, O. W. 18.00	15.00	11.50	†	..	..	..	..	..
	" " R. T. 32.50	27.50	21.50	†	..	..	..	..	..
	Lower " O. W. 19.00	15.50	12.00	†	..	..	..	..	..
	" " R. T. 34.50	28.50	22.50	†	..	..	..	..	..
Milwaukee.....	Upper berth, O. W. 25.00	20.00	18.00	11.50	9.50	..	..	..	..
	" " R. T. 45.00	36.00	32.00	22.00	18.00	..	..	..	..
Chicago.....	Lower " O. W. 26.50	21.00	19.00	12.00	10.00	..	..	..	..
	" " R. T. 48.00	38.00	34.00	23.00	19.00	..	..	..	..
Sault Ste. Marie..	Upper berth, O. W. 18.00	15.50	12.50	†	o	o	..	..	..
	" " R. T. 32.50	28.50	23.50	†	o	o	..	..	..
	Lower " O. W. 19.00	16.00	13.00	†	o	o	..	..	..
	" " R. T. 34.50	29.50	24.50	†	o	o	..	..	..
Houghton....	Upper berth, O. W. 25.00	22.00	19.00	11.00	o	22.00	..	..	..
	" " R. T. 45.00	40.00	35.00	20.00	o	42.00	..	..	..
Hancock.....	Lower " O. W. 26.00	23.00	20.00	11.50	o	23.00	..	..	..
	" " R. T. 47.00	42.00	37.00	21.00	o	44.00	..	..	..
Duluth.....	Upper berth, O. W. 30.00	27.00	24.50	16.50	o	27.50	12.50	..	..
	" " R. T. 55.00	50.00	45.00	27.50	o	49.50	23.00	..	..
	Lower " O. W. 31.50	28.00	25.50	17.00	o	28.50	13.00	..	..
	" " R. T. 58.00	52.00	47.00	28.50	o	51.50	24.00	..	..

O. W. One Way. R. T. Round Trip.

* No meals necessary.

† No berth necessary.

o No rates quoted, account change of boats at Mackinac Island.

‡ Change from last issue.

The following are the Nos. of the inside rooms assigned to American Plan Passengers:

Port Side — 105-107-109-111-113-115-117-119-121-123-125-128-129-131-133-135-137-147-149-151-153.

Starboard Side — 304-306-308-310-312-314-316-318-320-322-324-328-332-334-336-346-348-350-352.

Any of these rooms, however, can be secured on the European plan.

As this class of service is limited to capacity, passengers are cautioned to secure berth accommodations before boarding ship. On boarding ship passengers will be furnished with purser's check, containing coupons covering berth and meals to which they are entitled.

Where passengers board ship or leave ship (schedule time) during meal hours, such meal or meals are not included in rate.

Children five years of age or under twelve, half fare; under five years, when accompanied by competent person, transportation free. A charge of fifty cents per meal will be charged for children under five years of age occupying seats at table.

Other arrangements and regulations the same as required under European plan. (See pages 3 to 6, inclusive.)

Refund will not be made on unused meal tickets if transportation has been used.

ARRANGEMENTS

The following optional arrangements will be in effect *during navigation*, season 1910, for acceptance of coupons reading via rail lines for *transportation* (M. & B. extra) on Northern Steamship Company's steamers:

BETWEEN BUFFALO AND CHICAGO, CLEVELAND
AND CHICAGO, DETROIT AND CHICAGO

All first-class one-way or round-trip tickets *to any destination* reading via rail lines in either direction between above-named points will be accepted for transportation via Northern Steamship Company *on payment of \$5.00 additional* to clerk on board steamship (meals and berth extra).

**TICKETS READING VIA
BALTIMORE & OHIO RAILROAD**

**TS READING VIA
MORE & OHIO RAILROAD**

Coupons of round-trip tickets reading
via Baltimore & Ohio Railroad to
Chicago and points west, sold at points
between and including Cleveland, O., to Bridgeport, O.; Cleveland, O.,
to Valley Junction, O.; Akron, O., to Pittsburg, Pa.; Wheeling, W. Va.,
to Parkersburg, W. Va.; and coupons of round-trip tickets reading via
Baltimore & Ohio Railroad to Chicago and points west, from points
east of and including Parkersburg, Wheeling and Pittsburg, will be
hoored by Baltimore & Ohio Railroad via direct route or via Cleveland,
in either direction, and will be accepted in direction ticket reads for
passage on steamers of Northern Steamship Company between Cleveland
and Chicago on payment of \$5.00 additional to clerk on board
steamship (meals and berth extra).

**TICKETS READING VIA
PENNSYLVANIA LINES**

**TS READING VIA
SYLVANIA LINES** Coupons of round-trip tickets to points west of Chicago (this does not include excursion tickets to Chicago) reading via the Pennsylvania Lines, sold at points between and including Bayard, O., to Marietta, O.; Canal Dover, O., to New Philadelphia, O.; Alliance, O., to Pittsburg, Pa.; Alliance, O., to Rochester, Pa.; Alliance, O., to Niles, O.; Niles, O., to Pittsburg, Pa.; Yellow Creek, O., to Bellaire, O.; Chester, W. Va., to Wheeling, W. Va.; and Carnegie, Pa., to Washington, Pa., will be honored by the Pennsylvania Lines via direct route to Chicago or via Cleveland in either direction, and will be accepted in direction ticket reads for passage on steamers of Northern Steamship Company between *Cleveland and Chicago on payment of \$5.00 additional* to clerk on board steamship (meals and berth extra).

**BETWEEN BUFFALO AND ST. PAUL
CLEVELAND AND ST. PAUL
DETROIT AND ST. PAUL**

EEN BUFFALO AND ST. PAUL All round-trip tickets to any
 LAND AND ST. PAUL destination reading via rail
 OIT AND ST. PAUL lines in either direction between
 above-named points will be accepted for transportation via Northern
 Steamship Company between Buffalo and Duluth, Cleveland and
 Duluth, or Detroit and Duluth, as the case may be, in direction
 ticket reads, *on payment of \$5.00 additional* to clerk on
 board steamship (meals and berth extra).

**TICKETS READING VIA
BALTIMORE & OHIO RAILROAD
AND CONNECTIONS TO ST. PAUL**

COUPONS FOR ROUND-TRIP TICKETS
READING VIA BALTIMORE & OHIO RAILROAD
TO AND FROM ST. PAUL

Coupons of round-trip tickets reading via Baltimore & Ohio Railroad to Chicago and connections to St. Paul and beyond, sold at points between and including Cleveland, O., to Bridgeport, O.; Cleveland, O., to Valley Junction, O.; Akron, O., to Pittsburg, Pa.; Wheeling, W. Va., to Parkersburg, W. Va.; and coupons of round-trip tickets reading via Baltimore & Ohio Railroad to Chicago and connections to St. Paul and beyond from points east of and including Parkersburg, Wheeling and Pittsburg will be honored by Baltimore & Ohio Railroad via direct route or via Cleveland in either direction, and will be accepted in direction ticket reads for passage on steamers of Northern Steamship Company *between Cleveland and Duluth on payment of \$5.00 addition* to clerk on board steamship (meals and berth extra).

TICKETS READING VIA PENNSYLVANIA LINES AND
CONNECTIONS TO ST. PAUL

Coupons of round-trip tickets to St. Paul and beyond does not include local excursion tickets to Chicago, reading via Pennsylvania Lines, should at points between and including Bayard, O.; to Marietta, O.; Canal Dover, O.; to New Philadelphia, O.; Alliance, O.; to Pittsburg, Pa.; Alliance, O.; to Rochester, Pa.; Alliance, O.; to Niles, O.; Niles, O.; to Pittsburg, Pa.; Yellow Creek, O.; to Bellaire, O.; Chester, W. Va.; to Wheeling, W. Va.; and Carnegie, Pa.; to Washington, Pa., will be honored by the Pennsylvania Lines via direct route to Chicago or via Cleveland in either direction, and will be accepted in direction ticket reads for passage on steamers of Northern Steamship Company between Cleveland and Duluth on payment of \$5.00 additional to clerk on board steamship (meals and berth extra).

NOTE—Under these arrangements passengers holding tickets reading through Chicago and St. Paul have the option of using North Land between Buffalo and Chicago, Cleveland and Chicago or Detroit and Chicago, as the case may be, or using North West between Buffalo and Duluth, Cleveland and Duluth or Detroit and Duluth, as the case may be. This applies in either direction.

[illegible]

EXCEPTION—Convention tickets, destination St. Paul or Minneapolis, or tickets originating at St. Paul or Minneapolis reading to eastern destinations, will be accepted *only on payment of \$10.00 additional* (meals and berth extra). This provides for transportation between St. Paul and Duluth.

EXCEPTION—In connection with tickets reading to or from Denver or beyond via St. Paul, passengers must pay railroad fare between Missouri River Point and Duluth in addition to \$5.00 on board steamship.

**BETWEEN BUFFALO AND CLEVELAND, BUFFALO AND
DETROIT, CLEVELAND AND DETROIT,
CLEVELAND AND MACKINAC ISLAND,
DETROIT AND MACKINAC ISLAND**

All round-trip tickets to any destination reading via rail lines between above points, also all first-class one-way tickets reading between Buffalo and Cleveland, and between Buffalo and Detroit, in either direction, will be accepted for transportation via Northern Steamship Company without additional collection (meals and berth extra).

For particulars inquire of any regularly authorized railroad agent,
or address

W. M. LOWRIE

General Passenger Agent, 379 Broadway, New York.

LOCATION OF DOCKS

LOCATION OF DOCKS		
BUFFALO		Foot Main Street.
CHICAGO, ILL.	Graham & Morton Dock,	foot Wabash Avenue.
CLEVELAND, OHIO	Peninsula R. R. Dock,	foot West Ninth St. (Water Street).
DETROIT, MICH.		Anchor Line Dock, foot Cass Street.
DULUTH, MINN.		Northern Pacific Dock No. 4.

For location of other docks see page 19, under head of representatives.

CONNECTIONS at DULUTH, Minn.



REPRESENTATIVES

NORTHERN PACIFIC RY.

Subject to change.

No. 65 Daily	No. 63 Limited Daily	No. 61 Except Sunday	STATIONS.	No. 62 Except Sunday	No. 64 Limited Daily	No. 66 Daily
11 10 PM	1 55 PM	9 00 AM	Lv. Duluth...Ar.	2 05 PM	7 00 PM	8 30 AM
11 40 PM	2 19 PM	8 20 AM	" Superior... "	2 19 PM	6 33 PM	6 55 AM
6 20 AM	6 25 PM	2 50 PM	Ar. St. Paul...Lv.	8 45 AM	2 30 PM	11 36 PM
7 00 AM	7 00 PM	3 30 PM	Ar. Minneapolis.Lv.	8 15 AM	2 00 PM	11 00 PM

Parlor and "cave" observation cars on trains 61, 62, 63 and 64. Pullman drawing-room sleeping cars on trains 65 and 66.
Sleeping car fare between Duluth or Superior and St. Paul or Minneapolis, \$1.50. Parlor car fare, \$3.50.

Duluth and Pacific Coast Points.

Nos. 51-3 Daily	Nos. 57-7 Daily	Nos. 55-5 Daily	STATIONS.	Nos. 4-58 Daily	Nos. 6-56 Daily	Nos. 8-58 Daily
7 30 PM	7 30 PM	8 05 AM	Lv. Duluth...Ar.	8 15 AM	6 25 PM	8 15 AM
7 45 PM	7 45 PM	8 20 AM	" Superior... "	8 03 AM	6 10 PM	8 00 AM
11 00 PM	10 15 PM	9 15 AM	Ar. St. Paul...Lv.	10 00 PM	5 35 PM	7 40 AM
11 30 PM	10 45 PM	9 40 AM	Lv. Minneapolis.Ar.	9 30 PM	5 06 PM	7 10 AM
11 55 PM	11 55 PM	12 05 AM	Ar. Brainerd...Lv.	4 20 AM	2 25 PM	4 20 AM
1 00 AM	1 00 AM	1 00 PM	" Staples... "	3 20 AM	1 35 AM	3 20 AM
6 07 AM	6 50 AM	4 10 PM	" Fargo... "	3 12 PM	8 15 AM	11 10 PM
8 45 AM	10 00 AM	6 42 PM	" Jamestown... "	12 33 PM	4 10 AM	8 10 PM
3 40 AM	7 40 AM	3 00 PM	Ar. Livingston...Lv.	3 55 PM	8 15 AM	7 20 PM
11 45 AM	11 45 AM		Ar. Gardiner (Yel Prk) Lv.			2 45 PM
8 10 AM	12 40 PM	7 40 PM	Ar. Helena...Lv.	11 38 AM	1 55 AM	2 45 PM
8 50 AM	12 50 PM	8 25 PM	" Butte... "	10 35 AM	11 50 PM	2 10 PM
10 15 AM	2 30 PM	10 00 PM	" Tacoma... "	8 45 AM	7 30 PM	7 30 AM
10 15 AM	2 30 PM	10 00 PM	" Seattle... "	7 30 PM	7 30 PM	7 30 AM
8 00 AM	8 15 PM	8 15 PM	Ar. Portland via SPES Lv.	9 00 AM	7 00 PM	9 00 AM

Through Pullman standard sleeping car between Duluth-Superior and Tacoma on trains Nos. 57-7 and 8-55.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

No. 63 Daily	No. 61 Ex. Sun.	STATIONS.	No. 62 Ex. Sun.	No. 64 Daily
4 35 PM	8 35 AM	Lv. Duluth...Ar.	3 35 PM	9 55 PM
4 55 PM	9 05 AM	" Superior...Ar.	3 55 PM	9 35 PM
9 55 PM	4 30 PM	Ar. St. Paul...Lv.	8 10 AM	4 30 PM
10 25 PM	5 05 PM	Ar. Minneapolis...Lv.	7 30 AM	4 00 PM

No sleeping car service.

GREAT NORTHERN RY.

Night Express	Day Express	No. 31 Ex. Sun.	STATIONS.	Day Express	Night Express	No. 32 Ex. Sun.
11 10 PM	3 25 PM	6 00 AM	Lv. Duluth...Ar.	1 55 PM	6 30 AM	10 15 PM
11 25 PM	3 40 PM	6 15 AM	" Superior...Lv.	1 40 PM	6 15 AM	10 00 PM
6 55 AM	7 45 PM	12 45 PM	Ar. Minneapolis "	9 30 AM	11 45 PM	3 45 PM
8 30 AM	8 15 PM	1 15 PM	Ar. St. Paul...Lv.	9 00 AM	11 10 PM	3 16 PM

Palace sleeping car rates from Duluth to Minneapolis and St. Paul: Berth, \$1.50; Drawing-Room, \$6.00.

Duluth, Superior, Crookston, Minot and Pacific Coast.

No. 3 Daily	No. 33 Daily	No. 1 Daily	STATIONS.	No. 4 Daily	No. 36 Daily	No. 34 Daily
	8 45 AM		Lv. Duluth...Ar.	7 15 AM	6 35 PM	
	9 00 AM		" Superior... "	7 00 AM	6 20 PM	
	6 55 PM		" Crookston... "	10 20 PM	8 35 AM	
	7 45 PM		Ar. Grand Forks Lv.	9 10 PM	7 20 AM	
		8 40 PM	Lv. Grand Forks.Ar.	7 15 PM	10 37 PM	
			Ar. Larimore...Lv.	6 50 PM		
			Lv. Larimore...Lv.	6 10 PM	5 58 PM	
		11 10 PM	" Devils Lake... "	3 45 PM		
		2 15 AM	Ar. Minot...Lv.	12 20 PM	10 45 AM	4 45 PM
		1 30 PM	Ar. Havre...Lv.	9 10 PM		3 20 AM
		1 45 PM	Lv. Havre...Ar.			2 50 AM
			" Great Falls...Lv.			10 20 PM
			" Helena... "			6 20 PM
			" Butte... "			3 00 PM
			Ar. Anaconda...Lv.			11 25 AM
		10 50 PM	Lv. Whitefish...Ar.	10 45 AM	6 25 PM	
		7 00 AM	" Spokane...Lv.	10 40 PM	7 55 AM	
		8 15 PM	Ar. Seattle...Lv.	9 00 AM	7 10 PM	
		7 30 AM	Ar. Portland...Lv.	12 15 AM		10 00 AM

TRAFFIC DEPARTMENT.

HOWARD JAMES, President... BUFFALO, N. Y.
F. O. CRUGER, Manager... BUFFALO, N. Y.
W. M. LOWRIE, General Passenger Agent... NEW YORK, N. Y.
General Passenger Office, 379 Broadway.

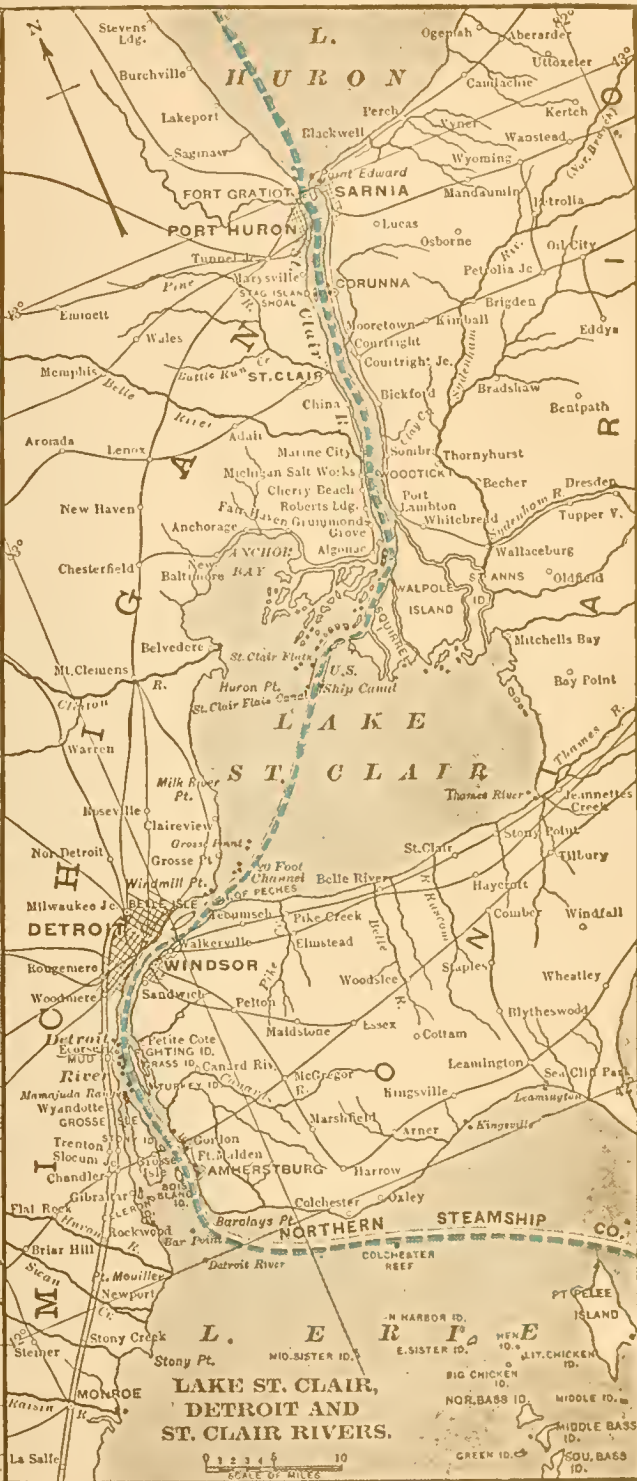
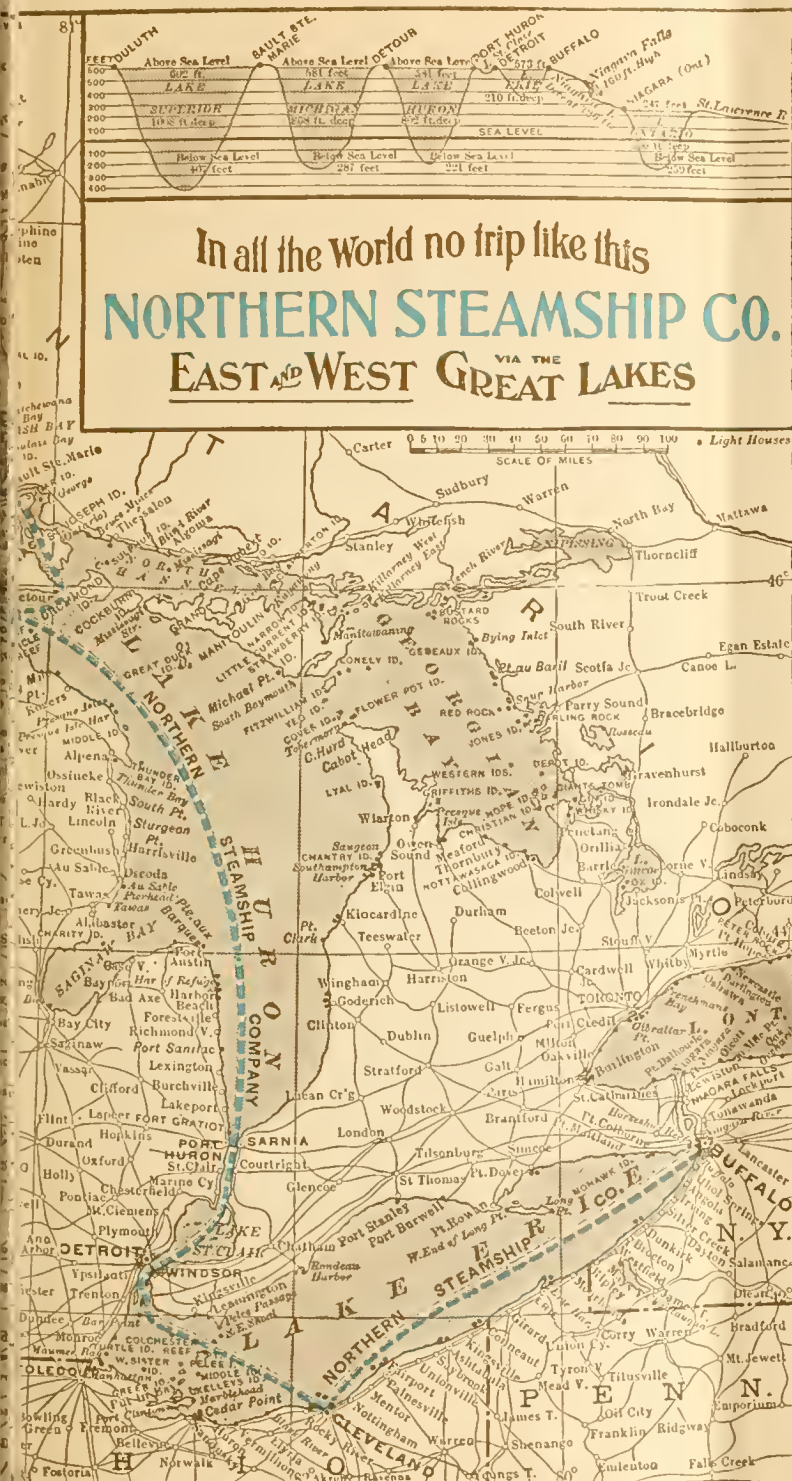
REPRESENTATIVES.

BAY VIEW, MICH. L. W. HOPKINSON... Agent
BOSTON, MASS., 264 Washington St. W. A. SEWARD... General Agent
BUFFALO, N. Y., 299 Main St. GEO. EIGHMY, JR... Trav. Pass'r Agent
Wharf foot Main St. J. R. BRANNING... City Ticket Agent
Buffalo City Office, 299 Main St.
BUTTE, MONT., 102 North Main St. M. C. IVER... City Pass'r & Ticket Agent
CHARLEVOIX, MICH. F. E. SCOTT... Ticket Agent
Auditorium Annex... CHAS. J. HOWARD... Ticket Agent
CHICAGO, ILL., 220 South Clark St. C. W. PITTS, General Agent Pass'r Dept.
Wharf, Graham & Morton Dock, foot Wabash Avenue.
103 Adams St. FRANK PARMELEE CO... Ticket Agents
Palmer House
CINCINNATI, OHIO, 411 Traction Bldg. R. J. SMITH... General Agent
CLEVELAND, OHIO, 31 Taylor Arcade, D. J. COLLIVER... Ticket Agent
Pennsylvania R. R. Dock, foot West Ninth St. (Water St.)
DES MOINES, IOWA, 406 Sixth Ave. W. M. ROMINE... District Pass'r Agent
DETROIT, MICH., 710 Majestic Bldg. E. B. CLARE... General Agent
Anchor Line Wharf, foot Cass St.
City Ticket Office, 7 Fort St. W. J. W. KEARNS, Pass'r and Ticket Agent
DULUTH, MINN., 432 W. Superior St. FRED. A. HILLS, Northern Pass'r Agent
Northern Pacific Wharf No. 4
HARBOR SPRINGS, MICH., Gills Dock
W. F. GILL... Agent
HOUTON, MICH., Celverly's Dock. H. E. STEWART... Agent
HELENA, MONT., 16 N. Main St. O. E. DUTTON... General Agent
KANSAS CITY, MO., 823 Main St. F. T. HOLMES... Trav. Pass'r Agent
MACKINAC ISLAND, MICH. GEO. T. ARNOLD... Agent
Arnold's Dock.
MILWAUKEE, WIS., Main Entrance
Pabst Bldg. P. E. MEANY... General Agent
Abbott's Wharf.
MINNEAPOLIS, MINN.
313 Nicollet Ave. V. D. JONES, City Pass'r & Ticket Agent
19 Nicollet Block G. F. MCNEIL, City Pass'r & Tkt. Agent
MONTREAL, QUE., 22 John St. W. T. HETHERINGTON, District Freight
and Passenger Agent
MT. CLEMENS, MICH. CASPER CZIZEK... City Passenger Agent
NEW YORK, 379 Broadway W. J. DETCH, Dist. Pass'r & Ticket Agent
PHILADELPHIA, PA., 636 Chestnut St. A. C. HARVEY, District Passenger Agent
PETOSKEY, MICH. A. D. PRELPS... Agent
PITTSBURG, PA., 307 Oliver Bldg. L. D. KITORELL, District Pass'r Agent
506 Smithfield St. W. O. MCCORMICK, City Pass. & Tkt. Agt.
PORTLAND, ORE., 122 3d St. H. LICKSON, City Pass'r & Ticket Agent
ST. JOHNS, MICH. W. G. MILLER... City Ticket Agent
SAN FRANCISCO, CAL., 656 Market St. GEO. W. COLBY... General Agent
SAULT STE. MARIE, MICH. GEO. L. KEMP COAL COM. ANY... Agents
Kemp Dock.
SEATTLE, WASH., cor. Second and Columbia Aves.
W. A. ROSS... Ass't Gen'l Pass'r Agent
SIOUX CITY, IOWA, 506 Fourth St. F. W. SEIBERT, City Pass'r & Tkt. Agent
SPOKANE, WASH., 701 W. Riverside. D. G. BLACK... General Agent
ST. LOUIS, MO., 1101 Third Street.
National Bank Bldg. R. K. PRETTY... General Agent
M. M. HUBBERT... Trav. Pass'r Agent
ST. PAUL, MINN., 332 Robert St., Cor 4th
5th and Robert Sts. C. P. O'DONNELL, City Passenger Agent
SUPERIOR, WIS., 1101 Tower Ave. GEO. W. ALEXANDER, City Pass'r and
Tkt. Agent
TACOMA, WASH., Bkrs. Trust Bldg. E. J. HEALY... General Agent
TOLEDO, OHIO. GATER TOURS.
TORONTO, ONT., 64 King St. East. H. F. WATKINS, Gen'l Eastern Canadian
Agent
VANCOUVER, B. C., 440 Hastings St. K. J. BURNS... General Agent
VICTORIA, B. C., 125 Government St. E. R. STEPHEN... General Agent
WINNIPEG, MAN., 235 Portage. A. BROSTADT, Dist. Frt. & Pass'r Agent
Above representatives are constantly looking after the interests
of the line, and will call upon parties contemplating a trip and
cheerfully furnish rates of fare, maps, time tables, etc.
Through tickets can be obtained from any railroad or steam-
ship ticket agent, and from the agents of Raymond & Whitcomb,
Thos. Cook & Son, McCann's Tours Co., Master's Tourist
Agency, Frank's Tourist Agencies, Breckman Tourist Agency and
Sweeney & Kelsey, New Haven, Conn.

Distances between Landings and from each Landing to	180	180	202	421	508	808	915	1091
Duluth	180	202	421	508	808	915	1091	
Distances between Landings and from each Landing to	56	314	371	676	788	939		
Chicago	56	314	371	676	788	939		

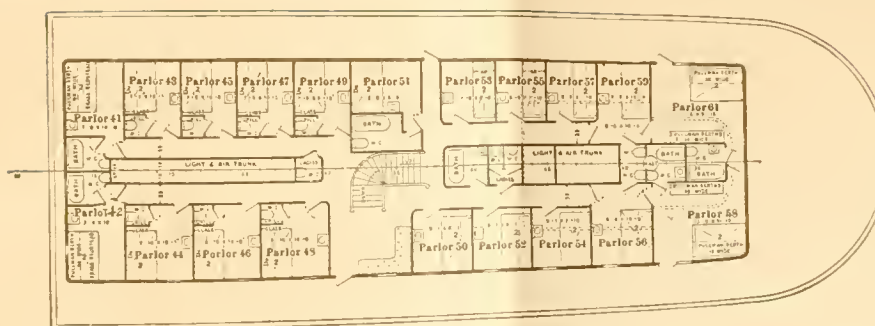


In all the World no trip like this
NORTHERN STEAMSHIP CO.
 EAST AND WEST GREAT LAKES



"NORTH WEST"

CABIN NORTHERN STEAMSHIP COMPANY'S



UPPER DECK.

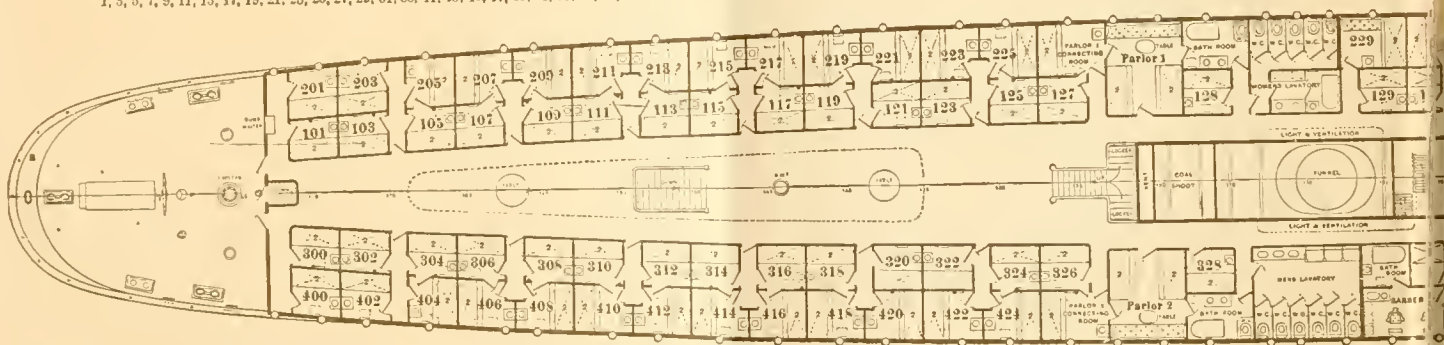
CONNECTING

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139 with Parlor 3.
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PORT SIDE ROOMS.

105 to 167, inclusive.
205 to 267, inclusive.
503, 505, 507, 509, 511, 513, 515, 517, 1 connection.
1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59 and 61.

PROMENAD



All rooms numbered less than one hundred are Parlor Rooms. Nos. 1 to 10, inclusive, located on Spar Deck. Nos. 11 to 33, inclusive, located on Promenade Deck. Nos. 41 to 61, inclusive, located on Upper Deck. Parlors M 1 and M 2 are inside rooms located midships on Spar Deck.

SPAR

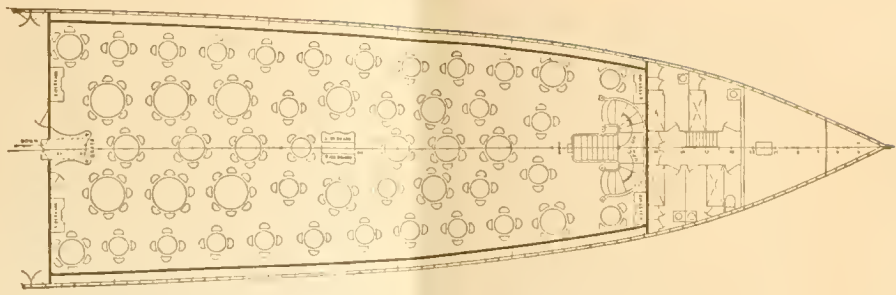
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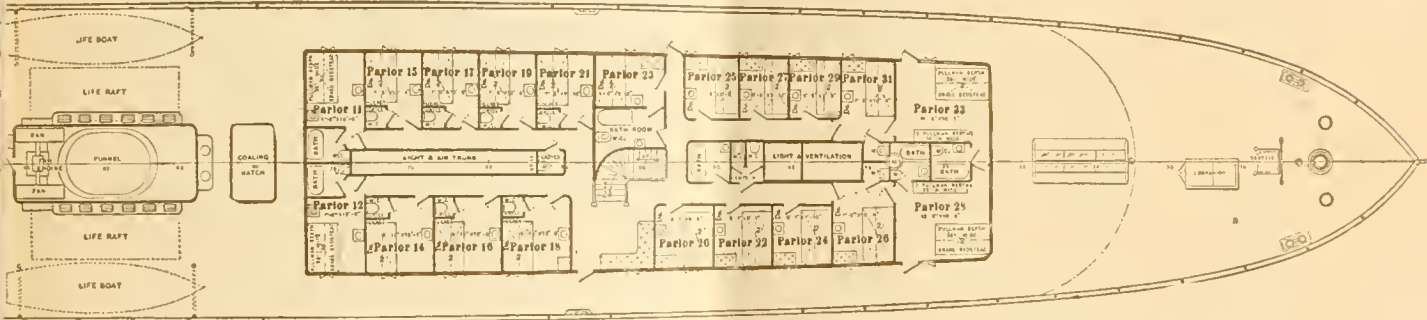
EXCLUSIVELY PASSENGER STEAMERS

ROOMS.

Parlor Room 2 connection with Parlor Room 2.
 338 with Parlor 4.
 344 " " 6.
 156 " " 8.
 Parlor 3 with Parlor 5.
 127 and Parlor Room 1 connection and Parlor Room 1.
 326 and Parlor Room 2 connection and Parlor Room 2.
 139 and 145 end Parlor 3 and Parlor 5.
 338 and 344 and Parlor 4 and Parlor 6.
 Parlor 26 with Parlor 28.
 " 31 " " 33.
 " 28 " " 33.
 Parlor 26 and Parlor 28 and Parlor 31 and Parlor 33.
 Parlor 56 with Parlor 58.
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DINING SALOON (Main Deck).

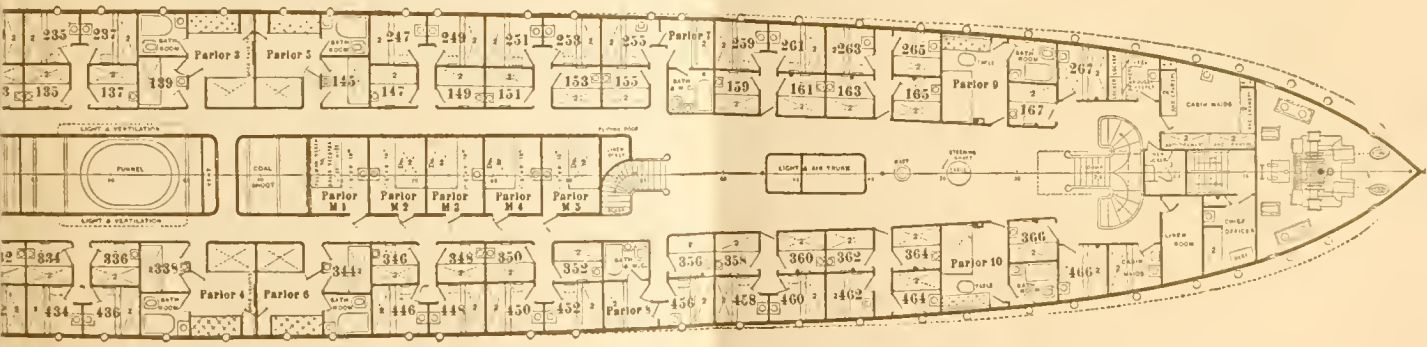


DECK.

MID-SHIP ROOMS. M 1 and M 2.

STARBOARD SIDE ROOMS.

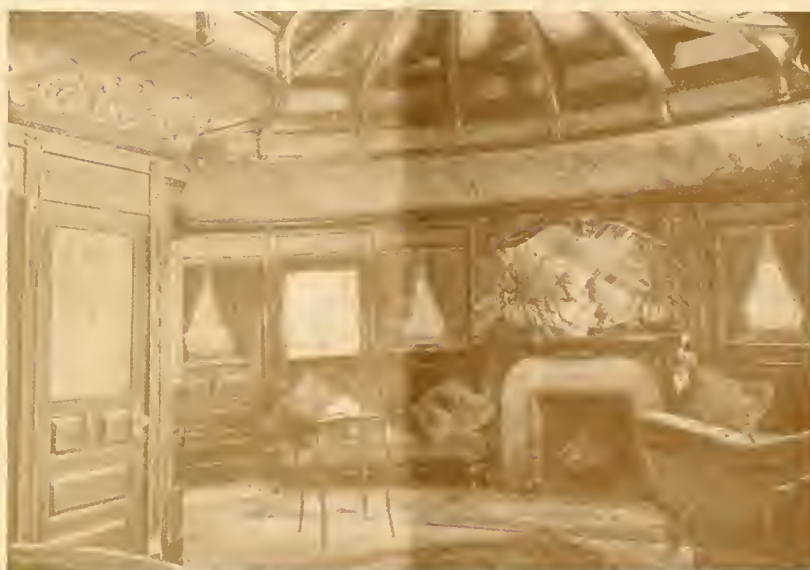
3/4 to 366, inclusive.
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DECK.

All one hundred and three hundred rooms are inside.
 All two hundred and four hundred rooms are outside.
 All five hundred rooms are Gallery rooms.

N O R T H E R N S T E A M S H I P C O M P A N Y



Woman's Saloon



It remained for the Northern Steamship Company to give the traveling public its first opportunity to see the Great Lakes under favorable conditions, the most beautiful water route in the world, connecting the West with the Atlantic seaboard.

The Great Lakes are as old as the country itself, but until the Northern Steamship Company fitted up its two palatial steamers, the "North West" and the "North Land," tourists, grown accustomed to luxuriousness in travel, were loath to take the lake trip, for the pas-

senger service was poor and the time consumed was long.

Now, all this is changed. Travelers from two continents say of the lake voyage via the Northern Steamship Company's boats, "In all the world no trip like this." And the expression is no exaggeration.

Bounding the great expanse of water lying between Buffalo as the eastern terminus and Chicago or Duluth as the western, is a surpassingly beautiful stretch of country, a territory in which

Nature's handiwork is seen in its perfection and where the wheels of industry are developing the boundless resources of the New World, a union of beauty and utility.

This season the boats go both to Chicago and Duluth, making Mackinac Island the separating point, running from there to Chicago, with all the places of interest on Lake Michigan passed en route, and to Duluth, where the wealth and beauty of the Lake Superior region spreads out before one like a panorama. Buffalo is the eastern terminus of the great lake waterway, the connecting link between the productive fields of the Far West and the Atlantic Coast, a city of many industries, modern, progressive, beautiful. The Queen City of the Lakes is Buffalo's title, and proudly does she wear it.

BUFFALO

Commerce has made Buffalo, has given it boundless wealth, commanding position. Industries of many kinds have come to the city because of its situation at the eastern end of the lake chain.

Within the last few years Niagara Falls has attracted world-wide attention, not because of its massive grandeur, its rushing torrent, and its majestic cataract, all these are centuries old, but because within recent years man has harnessed the Niagara and has made the mighty cataract subservient to his will.

Niagara Falls is readily reached by trolley or train. If the former is selected, the power of the falls is the propelling force, for a portion of the mighty current generated at Niagara is diverted to the street-car system of Western New York, and the Niagara frontier is developed by one of the world's wonders.

CLEVELAND

From Buffalo's busy harbor, the great floating palaces, the "North West" and the "North Land," run to the next of the big cities in the long lake chain. Tremendous are the commercial interests of Cleveland, a manufacturing center, a thriving, wealthy city, with miles of well-shaded avenues, beautiful park lands and attractive suburban resorts.

DETROIT

is the next of the large cities to be reached, and on the way some of the most beautiful portions of the lake trip are included.

From Lake Erie to Lake Huron, two rivers, the Detroit and the St. Clair, complete the waterway connection, winding in and out like a ribbon between verdure-clad shores. This portion of the trip is arranged by the Northern Steamship Company as a part of the day ride, so that its full beauty may be enjoyed.

Many call the Detroit the most beautiful river in the world, so clear are its waters, so green and thickly wooded its shores, and so entrancingly lovely is the network of small islands dotted over its shimmering surface.

Detroit, the City of the Straits, lies along the river front, with many points of interest in and about it, including the picturesque old fort, which recalls stirring events in the war of 1812; fine public buildings, wide, well-shaded streets, big business blocks and hotels, and handsome residences.

Belle Isle is Detroit's famous park in the river, laid out and beautified by the eminent landscape architect, Frederick Law Olmstead.

After leaving Detroit and entering Lake St. Clair, the steamer passes near Isle des Peches, formerly the home of Tecumseh, now the residence of a Canadian millionaire.

Lake St. Clair, although shallow, is one of the loveliest sheets of water in America. After a cut across the open, the ship canal is reached, an engineering triumph of the United States Government, through which all the traffic between the upper and lower lakes passes.

Down from Lake Huron flows the St. Clair, and here at its mouth is a condition not unlike that at the mouth of the Mississippi. A great delta is formed, in which countless little streams and channels encircle a myriad of islands of varying size. This is the famous St. Clair Flats, and here, as the steamer threads its way in and out among the islands, is an American Venice, the beauty of which beggars description. The river is lined with summer homes, hotels and clubhouses. Rustic bridges span the narrow channels, affording quick and easy access to neighboring cottages.

This is the crossroads of the steamship lines and one of the famous summer resorts of America. Whether **MACKINAC ISLAND** Chicago and points of interest along Lake Michigan or Duluth and the Lake Superior region are the traveler's objective point, Mackinac Island is included in the itinerary. Cliffs and trees and historic places combine to make Mackinac Island beautiful. The village consists largely of hotels and curio shops, and the island abounds in lovely walks and picturesque scenes.

Passing into Lake Michigan from the Straits of Mackinac, a stop is made at Harbor Springs for travelers to and from the Little Traverse Bay District. There are many resorts along this wide sweep of bay, including Harbor Springs itself, founded by Father Marquette; Petoskey and other places, ideal for the summer tourist, with climatic conditions that are unexcelled. In fact, this lake region, whether along the Michigan or the Superior shore, is perfect in the summer months and the varying scenery and ample opportunities for outdoor pleasures are much more appreciated since the Northern Steamship Company's boats were put into commission.

All along the northern part of Lake Michigan are numerous islands, which extend from Mackinac Island some distance beyond Little Traverse Bay. The Beaver Islands, Garden Islands, and the Manitous are perhaps the best known, although they are but a few out of the many.



Grand Hotel, Mackinac Island

For the season 1910 the Grand Hotel will be under the management of Lyman T. Hay and Jno. R. Bogan. These gentlemen have secured the property from the former proprietors and will give the Grand a liberal and generous management. Please address all letters in reference to rates and accommodations to Lyman T. Hay, Hotel Jefferson, St. Louis, Mo., or Jno. R. Bogan, Mackinac Island, Mich. Rates will run from \$17.50 per week upwards.

This is the fourth city of the Great Lakes chain, about the size of Detroit, occupying a high bluff towering above the water and overlooking a beautiful bay. It is mainly built of brick and is imposing and handsome. Its industries are many, its commercial position one of much importance, its residence section very attractive, and its park lands are places of beauty.

CHICAGO

From Milwaukee to Chicago is a quick trip down the west shore of Lake Michigan, past the residence and manufacturing towns of Racine, Kenosha, and Waukegan, and then skimming by the picturesque suburbs of Chicago's north shore. Out upon the water front towers the tall splendid city, the metropolis of the Middle West, and, closer at hand, a succession of superb parks, facing the lake and making big, prosperous, commercial Chicago a city of beauty.

Chicago contains many places of interest, famous buildings, magnificent works of art. From a bed of uncooled ashes has sprung this mighty city, and it is to-day a monument to the enterprise, the courage, and the wisdom of its builders.

Libraries, museums, and art galleries are many in Chicago. Its commercial interests are manifold, its achievements in science, art, and industry marvelous even in this age of wonder. And yet, all too briefly must this summary be closed.

Back to Mackinac Island again, and the beauties of the Lake Superior region are seen by the tourist who selects Duluth as his journey's end.

First comes Sault Ste. Marie, and what could be more enjoyable than a summer at "The Soo?" The town abounds in curio shops and quaint buildings. Shooting the rapids of St. Mary's River in canoes is a bit of sport that will long be enjoyed in memory. The locks at the Sault are the largest in the world, and going through them is one of the pleasurable experiences of the trip.

All along the Superior shore are lovely resorts. Marquette is, perhaps, one of the best known, but on the way the famous Pictured Rocks are passed, or a pleasant side trip from Marquette is by steamer to the Pictured Rocks, for a fine, well-equipped little steamer runs between the two places during the summer season



Opposite Houghton is Hancock, often called the Hub of the Copper Mining Industry. It is a prosperous, flourishing, wealthy town of the upper peninsula, with fine shipping facilities, and situated amid scenes of picturesque grandeur. **HANCOCK**

South of Portage Lake the virgin forests hold sway for many miles, traversed by rivers teeming with the finest of brook trout. Among the rivers in this copper country are many famous streams, including the Otter, a home of the grayling, all within easy reach of Houghton. The Otter is the only river in Northern Michigan where the exciting sport of angling for grayling can be enjoyed, and many fine catches are made there.

During the open season the region becomes the Mecca of the sportsman, for game is plenty and conditions are perfect. Bear, deer, wild-cat, lynx, and partridge are found in abundance. The Copper Range Railroad traverses the entire district, making it easy for the hunter or fisherman to get to the very heart of the forests, after leaving the Lake Superior steamers.

Houghton is the center of this district, and it has been termed the Gateway City of the upper country. Houghton **HOUGHTON** is a picturesque town on the south shore of Portage Lake and the home of the famous Michigan College of Mines. It is the oldest place in the copper country and the principal residence town of the district.

The copper range north of Houghton includes the famous Calumet and Hecla mine, the richest copper mine in the world; the Quincy, usually called Old Reliable, and the Tamarack. On the south range are the Baltic, Champion, and Tri-mountain mines.





Parlor Room

DULUTH is the terminus of the Northern Steamship Company's route on the Lake Superior trip, a beautiful and interesting city, superbly situated, with one of the finest harbors in the United States. It is one of the principal shipping centers of the world, a great lumber market, a great grain market, its beauties and commercial importance summed up by its title of the Zenith City.

One who has not spent a summer night on Lake Superior has missed one of Nature's grandest phenomenon, The Northern Lights, which, in this upper country, throw long shafts of gold down upon the water, making the nights as bright as midday. Nowhere in America can the Aurora Borealis be seen under such favorable conditions as in this region, where the Northern Lights seem to reach down into the very depths of the dark, cool water, through which the steamer swiftly, steadily plies.

Since the Northern Steamship Company's line was put into commission, many making a westward trip choose the water route as far as possible, breaking the long railway journey by a pleasanter means of transportation, and returning eastward again, are glad to take a steamer back through the beautiful water chain.

There are so many attractive resorts along the shores of Lake Michigan and Lake Superior that the route by the Northern Steamship Company's boats carries the tourist past one alluring spot after another, and it is largely due to this that the lake region is so much better known of late by those living far from the States touched by the great inland sea. More and more, travelers are selecting some lake resort for their summer outing, and more and more the trip up the lakes is becoming a part of the summer tourist's itinerary.



ALASKA Summer Cruises 1910

Land of the Midnight Sun

Glaciers, Totems, Ice Floes
Grand Scenery

INSIDE PASSAGE—SEASICKNESS UNKNOWN

Alaska Cruises will leave Seattle as follows:

S.S. "SPOKANE," 10 p.m., June 14, 28, July 12, 26, Aug. 9
S. S. "QUEEN," 8 p.m., July 12, 26

The conditions, including special service and itinerary, will be practically the same as last year. Only first-class round-trip tickets will be sold; no second-class or local passengers will be carried. The rate will be \$100 and up from Seattle or Victoria to Sitka and return.

The points of interest to be visited will be Victoria, B. C., Ketchikan, Metlakatla, Wrangell, Juneau, Treadwell, Gold Mines, Skagway, Muir Glacier, Glacier Bay, Davidson Glacier, Taku Glacier, Windom Glacier and Sitka, Alaska. At Skagway stop will be made long enough to enable excursionists to take a trip over the White Pass & Yukon Ry. to the international boundary line and return. The Totem Poles of Alaska are as different from anything else in the world as the scenery surpasses all other scenery; nowhere else such a combination of magnificent mountains, glaciers and picturesque fjords as in the land of the Totem Pole. At Kootznahoo Fishing Banks stop will be made long enough to enable excursionists to fish for halibut, cod, etc. A few hours' stop will be made at Metlakatla, where Mr. Duncan has been located for so many years with his band of one thousand Indians. A visit to his church, cannery, sawmill, etc., all built and operated by the Indians, is an interesting feature. Steamers will call at Vancouver, B. C., on return trip.

Passengers desiring to go via diverse routes can obtain full information from any agent, or
W. M. LOWRIE, General Passenger Agent, Northern S. S. Co.
829 Broadway, New York

Visit Yellowstone, Puget Sound and Portland, this year:

The most interesting, profitable and educational trip in all America is that through the productive and scenic Northwest, where farms, fruit orchards, cities and towns are all bustling with the activity of rapid growth.

In Minnesota, North Dakota, Montana, Idaho, Washington and Oregon, along the Northern Pacific Railway, there are more opportunities to-day for the energetic man to acquire a happy and healthful home—to build up a steady income—a profitable business—than anywhere else in the country.

Low Round-trip Rates

Very low round-trip fares are effective on numerous dates in May, June, July and September to Spokane, Seattle, Tacoma, Portland and Pacific Coast points. Regular Summer Tourist Tickets on sale daily June 1 to September 30. All tickets permit stop-overs and provide long limits.

Yellowstone Park—Season 1910

June 15 to September 15. Summer excursion fares effective daily. You ought to see "Wonderland" this year. Let me send you some illustrated descriptive literature and tell you about the fares and train service.

NORTHERN PACIFIC RY.

A. M. CLELAND, Gen. Pass'r Agent, ST. PAUL, MINN.

THE NEW GLACIER NATIONAL PARK

Congress has just enacted a law converting upwards of 1,400 square miles of territory in Northwest Montana into a National Park, to be known as "The Glacier National Park."

This territory extends north from the Main Line of the Great Northern Railway to the Canadian Border. In its confines are over forty living glaciers, and a great number of snow-capped mountain peaks, rising to a height of from 7,000 to 10,000 feet above the sea. From their source in these pinnaled peaks, sparkling cascades dash down the precipitous sides of massive basins between two and three thousand feet, to the numerous, deep, clear, cool mountain lakes, held gem-like in huge settings of rock-walled cañons and evergreen mountain slopes.

From Triple Divide Mountain and other sections of the proposed park the waters flow in three different directions, reaching at last remote seas; westward to the Columbia River and finally to the Pacific Ocean; eastward to the Missouri River and Gulf of Mexico; and north through Canada to Hudson Bay. On your trip west via the

GREAT NORTHERN RAILWAY

stop off at Belton, in the Rockies, and take the delightful stage ride of three miles to beautiful Lake McDonald. Good hotel accommodations are available there this summer, and guides can be obtained to lead you to the many attractive spots lying around the lake.

Get full particulars regarding our summer tourist fares and train service on the Great Northern Railway from

S. J. ELLISON,
General Passenger Agent, Great Northern Railway
St. Paul, Minn.

OR

W. M. LOWRIE,
General Passenger Agent, Northern Steamship Co.,
379 Broadway, New York



SOME POINTS OF INTEREST TO BE SEEN EN ROUTE

West Bound—BUFFALO TO MACKINAC ISLAND.

Leave Buffalo 9.00 PM. (Eastern Time.)

FIRST DAY:

- 7.00 AM, Garfield Monument at Cleveland (port side). Erected in memory of our martyred president, James A. Garfield.
- 7.30 AM, Cleveland, "The Forest City," has long enjoyed the reputation of being the most beautiful city on the Great Lakes.
- 10.45 AM, Southeast Shoal Lightship (starboard side).
- 11.15 AM, Point Pelee Island (port side).
- 12.05 PM, Colchester Reef Light (port side)
- 1.00 PM, Bar Point Light (port side).
- 1.00 PM, Bois Blanc Island (port side).
- 1.30 PM, Amherstburg (starboard side) Lime Kiln Crossing.
- 2.00 PM, Wyandotte (port side).
- 2.15 PM, Fighting Island (starboard side).
- 2.45 PM, Fort Wayne (port side). Sandwich (starboard side).
- 3.15 PM, Detroit (port side). Windsor, Ont., is located across the river.
- 3.40 PM, Walkerville, Ont., three miles from Windsor.
- 3.40 PM, Belle Isle (port side).
- 3.55 PM, Windmill Point (port side)
- 5.20 PM, Ship Canal.
- 5.45 PM, St. Clair Flats, "Little Venice."
- 6.45 PM, Lambton, Ont. (starboard side).
- 7.05 PM, Marine City, Mich. (port side).
- 7.35 PM, St. Clair, Mich. Oakland house prominent from the deck of the vessel (port side).
- 8.00 PM, Corunna, Ont. (starboard side).
- 8.30 PM, Port Huron (port side) and Sarnia (starboard side).
- 8.45 PM, Fort Gratiot (port side), entrance to Lake Huron.

SECOND DAY

- 11.00 AM, Mackinac Island.

West Bound—MACKINAC ISLAND TO CHICAGO.

Leave Mackinac Island 11.30 AM

FIRST DAY:

- 12.00 Noon, Old Mackinac (port side)
- 1.15 PM, Waugoshance Light (port side).
- 1.50 PM, Ile aux Galets (port side)
- 3.45 PM, Harbor Springs.
- 6.45 PM, Pyramid Point (port side). North and South Manitou (starboard side).
- 9.15 PM, Point Betsie (port side)
- 7.45 AM, Milwaukee, "The Cream City.
- 9.30 AM, Wind Point (starboard side).
- 9.50 AM, Racine (starboard side). §
- 10.25 AM, Kenosha (starboard side). §
- 11.45 AM, Waukegan (starboard side). §
- 1.20 PM, Grosse Point and Chicago Water Works Crib (starboard side).
- 2.10 PM, Chicago, the Metropolis of the Middle West.

§ All manufacturing towns, where some of the greatest industries are located

West Bound—MACKINAC ISLAND TO DULUTH.

Leave Mackinac Island 11.30 AM.

FIRST DAY:

- 1.45 PM, Detour and Pipe Island (port side).
- St. Joseph Island (starboard side)
- Lime Island (starboard side).
- Mud Lake
- Sailors' Encampment (port side).
- Hay Lake.
- Sugar Island (starboard side)
- Little Rapids Cut.
- All of the above are located in the "Soo" or St. Mary's River. The government has spent millions of dollars on this river making it navigable.
- 5.30 PM, Sault Ste. Marie, Mich. (port side).
- 8.00 PM, Point Iroquois (port side)
- 9.20 PM, Whitefish Point (port side).

SECOND DAY:

- 7.00 AM, Portage Entry.
- 7.45 AM, Portage Lake.
- 8.30 AM, Houghton. Hancock opposite.
- 9.45 AM, Ship Canal
- 10.35 AM, Lake Superior Entry.
- 3.40 PM, Outer Island (port side), one of the Apostle Group; called Apostle Islands for the reason that when they were discovered there was thought to be only twelve in the group. There are, however, twenty.
- 4.35 PM, Devil's Island, another of the Apostle Group (port side).
- 5.25 PM, Sand Island (port side)
- 8.00 PM, Duluth, "The Zenith City of the Unsalted Seas."

East Bound—DULUTH TO MACKINAC ISLAND.

Leave Duluth 11.30 PM.

FIRST DAY:

- 10.15 AM, Ship Canal.
- 11.30 AM, Houghton (starboard side). Hancock (port side). The great copper mines are located in this neighborhood.
- 12.45 PM, Portage Lake.
- 1.30 PM, Portage Entry.
- 2.30 PM, Point Abbaye (starboard side).
- 3.15 PM, Huron Island (starboard side).
- 4.30 PM, Big Bay Point (starboard side).

SECOND DAY:

- 5.15 AM, Sault Ste. Marie, commonly called the "Soo." Here are located the greatest locks in the world.
- Little Rapids Cut.
- Sugar Island (port side).
- Hay Lake.
- Sailors' Encampment (starboard side).
- Mud Lake.
- Lime Island (port side).
- St. Joseph Island (port side).
- 12.45 PM, Detour and Pipe Island (starboard side).
- 3.30 PM, Mackinac Island, rich in historical interest. Here John Jacob Astor established his fur company, the foundation of the Astor millions of to-day.

East Bound—CHICAGO TO MACKINAC ISLAND.

Leave Chicago 4.15 PM.

FIRST DAY:

- 5.35 PM, Grosse Point and Chicago Water Works Crib (port side).
- 6.45 PM, Waukegan (port side).
- 7.40 PM, Kenosha (port side).
- 8.20 PM, Racine (port side).
- 8.30 PM, Wind Point (port side).
- 9.30 PM, Milwaukee, a most beautiful city, famed for its great breweries and other industries.

SECOND DAY:

- 6.00 AM, Point Betsie (starboard side).
- 7.30 AM, Pyramid Point (starboard side). North and South Manitou Islands (port side).
- 11.30 AM, Harbor Springs. The site of the early Jesuit Mission of L'Abre Croche (The Crooked Tree).
- 1.20 PM, Ile Aux Galets (starboard side).
- 2.00 PM, Waugoshance Light (port side).
- 3.30 PM, Mackinac Island; the Indian name was Michilimackinac, meaning "Great Turtle."

East Bound—MACKINAC ISLAND TO BUFFALO.

Leave Mackinac Island 4.45 PM.

FIRST DAY:

- 6.55 AM, Port Huron (starboard side) and Sarnia (port side).
- 7.30 AM, St. Clair, Mich., Oakland House (starboard side) prominent from steamer's decks.
- 8.05 AM, Marine City, Mich. (starboard side).
- 8.35 AM, Lambton, Ont. (port side).
- 8.45 AM, City of Algonac (starboard side).
- 9.30 AM, St. Clair Flats, called "Little Venice." It is a summer resort built on piles, a most delightful place.
- 10.00 AM, Ship Canal, built by the U. S. Government at a cost of \$650,000. It was finished in 1871.
- 10.45 AM, Windmill Point (starboard side).
- 10.55 AM, Belle Isle (starboard side). Detroit's chief attraction; Belle Isle Park. It is recognized as one of the most beautiful city parks in the world.
- 11.15 AM, Detroit, "The City of the Straits," one of the most beautiful cities in America.
- 12.10 PM, Fighting Island (port side).
- 12.45 PM, Amherstburg, Ont. (port side). The Lime Kiln Crossing is located near here. Was formerly the most dangerous point in navigation on the lakes. There was a jagged bottom of bed rock only 13 feet below the surface. The work of improvement was begun in 1874, and by June, 1897, the engineers had secured a channel 20 feet deep and 440 feet wide, at a cost of \$1,600,000.

- 12.50 PM, Bois Blanc Island (starboard side).
- 1.15 PM, Bar Point Light (starboard side).
- 2.15 PM, Colchester Reef Light (starboard side).
- 2.45 PM, Point Pelee Island (starboard side).
- 3.00 PM, Southeast Shoal Lightship (port side).
- 6.15 PM, Cleveland.

- 6.00 AM, Buffalo. "The Queen City of the Lakes," one of the most progressive cities in the country. Niagara Falls is only an hour's ride.
- (7.00 AM, Eastern Time) A trip can be made to Toronto and back in a day easily.

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